

Ships—Ships—Ships

Problem of Finding Men to Man America's Great Fleet of Merchant Vessels Next One That Must Be Solved

By Theodore M. Knappen
XVIII

WASHINGTON, Nov. 11.—When the new national merchant marine, of some 11,000 ships and about 110,000 tons, is completed it will require an army of about 100,000 officers and men to man it, in addition to the 30,000 men now on the American ocean-going merchant ships. After the men have been found to build the ships the men must be found to operate them.

So we have another problem. It is not only necessary to procure trained men, but it is highly important that they shall be Americans. About 50 per cent of the crews of the ships that now fly the American flag are aliens, and a considerable number of the Americans are such by naturalization.

Thanks to Henry Howard, of Boston, the officers' side of the problem has been disposed of and American officers are forthcoming for American ships just as fast as the latter are put into commission. Mr. Howard was the first man to see that to build an immense fleet was one thing and to find its personnel another. So he thought out a plan for training deck officers and engineers, and came to Washington in the early days of the war and submitted it to the Shipping Board. It was accepted immediately, and Mr. Howard took his idea back to Boston backed with a liberal appropriation of the board's funds, and presently on the Atlantic, the Gulf and Pacific coasts and the Great Lakes there were twenty-seven navigation and engineering schools—and soon there will be thirty of the former.

Can Provide Plenty of Officers

This group of schools is capable of turning out about 550 engineers and 750 deck officers a month. At present they have caught up with the demand and have actually slowed down to about half capacity, as it is not considered advisable to train men unless positions await them. Of course, a green hand could not be turned into a seaman in six weeks, but that time is sufficient to make a navigator out of an experienced seaman who has had a common school education.

The seamen were prompt to recognize the opportunity to receive a technical education at government expense, but only 15 per cent of those who applied were found to have the necessary qualifications. Then the conscription law came along and tried to draft the men who had temporarily left the sea to prepare

themselves to become officers, which is another illustration of how the selective draft was really a defective draft.

Between June 1 and September 15 1,800 graduates were licensed as officers, and the schools will have no difficulty in providing officers, even if the Emergency Fleet Corporation should complete and commission its whole programme of 1,500 ships between now and the end of 1918.

The ranks of available officers have been further increased by the volunteering of officers who have left the sea since 1910 for other pursuits—some 571 former deck officers and 1,388 engineers have offered to return to the ships should there be need of their services.

Need of Sailors The Big Problem

The new ships will require 12,800 officers, which, as will be seen from the foregoing, will be easily provided. Where the 85,600 men are to come from is another question and one that is giving the Shipping Board some concern. It will be difficult to get them, even if no attention be paid to nationality, and much more so if they are to be largely American citizens.

It might be thought that the destruction of so many ships by submarines would release an ample number of men for the new ships, but even in Liverpool there is a scarcity of seamen.

It is understood that Mr. Howard has submitted to the Board a plan whereby he thinks the men can be found and trained just as successfully as the officers, provided the work is begun at once. This plan will call for the utilization of a number of training ships, but it has not yet been made public. The officers' schools have been conducted with the cooperation of a committee representing all the unions or organizations of officers, so that there has been no hostility from organized labor, and doubtless the seamen's schools will be similarly conducted.

So the end of the war will see the United States not only with the second and perhaps the first merchant marine in the world, but that fleet will be officered and manned largely by Americans.

How to keep both the ships and the men on the sea in the time of peace that will come soon or late will be another problem. Peace forced us to unparalleled development of internal trade and means of transportation. War has forced us to an equally unparalleled development of our foreign trade and ocean transportation. Shall we hold what we have?

Joy of living and they seemed to transmit a bit of their enthusiasm to the spectators. Fania Marinoff is excellent as Marie, but that clever little actress always is good; no one expects anything else from her.

The picture is taken from the novel by Mary S. Watts. It has been dramatized by Charles Maigne, and the story is well presented. Maurice Tourneur, who has so many successes to his credit, directed it.

Jennie Cushing is a child of the slums, who has ambitions; so, when a kindly judge sends her to a reformatory for participation in a sidewalk brawl over a half-starved cat, she decides to learn all they can teach her in the institution, and she finally emerges a lady's maid. The story is perfectly plausible and is filled with real human beings.

No one is very nor very bad, so it is not a surprise when Jennie refuses to marry Donaldson Meigs, for whom she is posing, but also refuses to leave him. Jennie has character, and she has the courage of her convictions also, and she believes that if she marries the artist she will ruin his life. She prefers to ruin her own.

As Jennie Cushing, she does one of the best things that ever has been done in the drama, either silent or spoken. It would have been so easy to have suggested bathos rather than pathos, but Miss Ferguson made no apparent play for sympathy; she just was Jennie Cushing.

She was fascinating, elusive, noble and tender and as beautiful as the Madonna.

Having Elliot Dexter for a leading man would make it rather easy to play with sincerity, but should fancy. He is such a relief from the usual thing in acting men, and withal so extremely good to look at, without apparently meaning to be in the least. No one would for a moment resent his good looks, he is so totally unconscious of them.

Jennie and Donaldson are two gloriously young creatures imbued with the

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Between 66th and 67th Streets

The New Galleries will be open from November 12 to 20, with a LOAN EXHIBITION of ITALIAN PRIMITIVES

the full range of subjects of which will go to the American War Relief

half-starved little slave. One was divided between pity for the child and admiration for the actress.

And the garden scenes are magnificent and Norman Kerry is extremely attractive as Captain Richard Crew, so there is much to please in the new picture. And, after all, Miss Pickford's followers seem to care more about seeing her than they do about plot or plausibility.

Herbert Waters delighted his audience with the selections "Believe Me If All Those Endearing Young Charms" and "On the Road to Mandalay."

Helen Scholder, "cellist," played the "Rhapsodie Humaine," and the overture was "The Siege of Corinth."

The comedy was Victor Moore in "Nuttie Knitters."

The Broadway Theatre is presenting a double bill this week, "The Winged Mystery" with Franklin Farnum, and "The Siege of Corinth" with the former is the more interesting.

Mr. Farnum plays a double role, and plays it, or them, well. There are two German brothers who are alike only in appearance, for one is the Prussian, while the other is a citizen under the Stars and Stripes.

"The Winged Mystery" is a melodrama, but it is a clever one. The brothers, both played by Farnum, have some rough and tumble fights, and it is not apparent to the lay mind just how Mr. Farnum manages to be in two places at the same time.

Suffice to say he does it, and the interest is sustained by confusing the spectators, so that one never knows whether he is looking at the German or the American. It is interesting, like trying to identify the Dolly sisters, for instance.

The winged mystery is a carrier pigeon, and novel methods of tracing its journey home are employed.

In the cast are Clara du Brey, who is not only a vampire, but a German villain, and Rosemary Theby, who plays the girl.

"The Winged Mystery" is excellent entertainment.

About "The Cricket"—well, whoever directed the young woman who played the grown-up cricket, Rena Rogers, we believe her name was, had no idea about how children look after they have reached years of discretion.

The little cricket was a charming child with nice brown hair, but she was forced to grow up into a buxom dame who wore ringlets so yellow and so metallic looking that we fancied we could hear them tinkle every time she shook her head.

All one could do was to sit in open-mouthed astonishment and wonder how she could put it over on her nice old guardians, three, as she was doing.

They thought she was cute; the audience did not share their enthusiasm for a moment.

H. U.

Tanners to Form War Board

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Laws to Aid U.S. Ships After War Will Be Urged

Foreign Trade Council to Work for Revision of Navigation Rules

WASHINGTON, Nov. 11.—All those who want to see the American merchant fleet regain and retain its former high position are urged by the National Foreign Trade Council to cooperate with the United States Shipping Board in an effort to revise the navigation laws so as to remove the handicap from American vessels.

"The removal of all inequalities and injustices from the American navigation system, enabling American shipping to maintain itself upon an equitable competitive basis with other nations with due regard to American standards of living and compensation, is absolutely essential to the permanency of the forthcoming rehabilitation of the American merchant marine," asserts the Foreign Trade Council in a report and resolution it will submit to-day to the Shipping Board.

Accompanying the resolution is a report prepared by the council's committee on merchant marine and signed by James A. Farrell, chairman of the council and president of the United States Steel Corporation, and P. A. S. Franklin, president of the International Mercantile Marine Company. Edward N. Hurley, chairman of the Shipping Board, is a member of the council.

Plans for 14,000,000 Tons

The report shows that the programme of the Shipping Board covers the construction and acquisition of 2,300 vessels of a total dead weight tonnage of nearly 14,000,000 tons.

The committee points out that the experience of Great Britain has proved that less than 50 per cent of British foreign trade is carried in British bottoms.

"If the carriage of 50 per cent of American foreign trade in American ships," says the committee, "would render the United States reasonably free from the necessity of employing a foreign merchant marine for its carrying trade the programme of the Shipping Board would be complete."

WASHINGTON, Nov. 11.—An official court today at New York City, presided over by Judge Charles S. Smith, heard the case of the United States against the United States.

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Board and Emergency Fleet Corporation at Present under Execution would Accomplish the Desired Result.

"In 1915," continues the report, "1,671,500 tons of American shipping carried one-seventh, 14 per cent, of the total foreign commerce of the United States. On this basis a fleet of 13,100,500 tons would have been required for the transportation of the foreign commerce of the country. But on the basis of British experience an American fleet of 7,500,000 tons would carry the proportion of American foreign trade that naturally would fall to American ships."

When President's Powers Cease

The report calls attention to the fact that six months after the proclamation of peace the emergency powers delegated to the President cease and that six years after the end of the war all operation of merchant vessels by the Emergency Fleet Corporation must cease. Thereafter the Shipping Board "may sell, lease or charter" government vessels to private citizens, and it must look through government agencies unless after a bona fide effort to obtain their operation through private enterprise has failed. The report continues:

"The question, when peace comes, will be of operation rather than of provision of more ships."

Soldiers Win at Football

DETROIT, Nov. 11.—The Camp Custer football eleven got a real taste of war to-day, when it won a rough contest from the Detroit Herald's, a powerful semi-professional team, 13 to 0. Each team had players carried from the field. Costello, of the army eleven, kicked two field goals. The receipts were turned over to the Camp Custer fund.

Among the women riders were Mrs. Thomas Hitchcock, schooling the prize winning Cavalier; Miss Helen Hitchcock, on Coniston; Miss Ivy Maddison, with Charles D. Lanier's Down East, and Little Becky Lanier, on the same owner's chestnut mare Becky.

The Belgian horses, each weighing a ton, attracted attention, first, because it was discovered, just after they had clattered up to the gate to enter the arena, that they were too broad to enter three abreast. Officials refused to believe this at first, since it is the only time horses have been exhibited at the show that would not go through the regulation opening three abreast. It was necessary to unhitch them, drag the wagon in and re hitch them in the arena.

The long official programme, which was made public yesterday afternoon, included thirty-one classes, which will be exhibited from 10 o'clock in the morning until 10:30 o'clock in the evening. The final spectacular number, as usual, will be the jumping exhibition by army officers.

The first of a series of social affairs in connection with the show was given yesterday morning in the music room of the Hotel Biltmore. It was the regular Horse Show breakfast given by John McE. Bowman to the exhibitors and directors of the National Horse Show Association. The guests were seated around a large horseshoe table, on which were chrysanthemums.

Arrested as a highwayman, John Gjak, sixteen years old, has been held for the grand jury. Oscar Melton, the complainant, was robbed by three men of \$200 and a passport. It is alleged that Gjak had the money and the passport.

A settler in the Mudita Range, at Broadway and Forty-eighth Street, blazed up, setting fire to the building, and the fire spread to the adjacent building. The fire was extinguished with little damage. A cigarette is believed to have caused it.

So many people evinced interest in the giant chrysanthemums at the Museum of Natural History that the Horticultural Society has decided to continue the exhibit.

Charles L. Craig, Controller-elect, and Alfred E. Smith, President-elect of the Board of Aldermen, will be among the speakers this afternoon when the Newsboys' Home unfurls the largest service flag of any unit in the United States.

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Giant Belgian Steeds Feature Of Horse Show

Animals So Large They Cannot Enter the Arena Three Abreast

Graceful hunters which will be put through their paces for the benefit of the Red Cross to-night with the opening of the National Horse Show in Madison Garden participated yesterday morning in an exciting go-as-you-please steeplechase.

The appearance of the hunters, all of which were ridden by women, was the most thrilling event of a day crowded with rehearsals for to-day's opening. The favored few who were permitted to enter the semi-darkened spaces about the tankard arena applauded the women drivers, who divided honors with the twelve giant Belgian draft horses that will be driven to-night in an artillery team.

Among the women riders were Mrs. Thomas Hitchcock, schooling the prize winning Cavalier; Miss Helen Hitchcock, on Coniston; Miss Ivy Maddison, with Charles D. Lanier's Down East, and Little Becky Lanier, on the same owner's chestnut mare Becky.

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